The Minth Virginia and Eighth Illinois Regiments Cross Sabres-The Former Suffer Severely, But

Capture Some Prisoners.

To the Editor of the Dispatch: During the campaign in Maryland in 1962 the Ninth Virginia Cavairy was attached to the brigade commanded by General Fitz Lee. After nine days spent among the fine hay and rich yellow corn-Selds of Monigomery and Frederick countles, the regiment crossed the Catoctin mountain at Hamburg at dawn on the morning of September 14th. Hamarg was a rude and scattering village on the crest of the mountain, where the manufacture of brandy seemed to be the chief employment of the villagers, and at the early hour of our passage through the place both the men and women gave proof that they were free imbibers of the product of their stills, and it was not easy to find a sober inhabitant of either

To our troopers, descending the western slope of the mountain, the peaceful valley below dotted over with well-tilled farms, with a bold stream winding down among them, presented a scene of unusual beauty and loveliness, Near a large grist-mill the command was halted, after a march of several hours, and, here rested beneath the shade of a large apple orchard until 4 o'clock in the after-The distant boom of artillery assured us of the bloody conflict going on at South Mountain, the issue of which we were in suspense to know. The march in the afternoon brought the command to the vicinity of Boonesboro', a brief halt was made after night fall to rest and feed the horses. Near midnight the march was resumed in the direction of the mountain pass above Boonsboro'. The disaster to our arms in the fight of the previous day was now made manifest, as artillery, ambulances, and infantry were met retreating down the mountain The brigade, having ascended a mile and a half, perhaps, above the town, was held in readiness to charge in column of fours. The nature of the ground was ill-suited to the operation of cavalry, and much relief was felt when, The nature of th at dawn, we began to fall back towards Our retreat was none early, for already the columns of the bnemy, with their bright muskets gleamin the morning light, could be seen we entered Boonsboro'. More than we we were faced about as we retreated, as if to repel a threatened charge by

Having been halted in streets of Boonsthe men, after being so long in the were allowed to dismount, and for some time remained in this way, the men standing by their horses or sitting on the curbstones and holding their reins. Suddenly, the order nt!" "Mount!" resounded down the street, and simultaneously a rapid fire hand. Before the men could mount ing at full speed, dashed into our already confused column, and in an incredibly short time the street became packed with a mass of horses and horsemen, so jammed together as to make motion imossible for most of them. At the same time the upper windows in some of the houses were holsted and a volley of pistol shots poured down on our heads. The Federal cavalry, quickly discovering our situation, dashed up boldly and dis-charged their carbines into our struggling and helpless ranks. When the way was opened, and retreat became possible, opened, and retreat became possible, a general stampede followed, our whole force rushing from the town down the 'pike at a full gallop. This disorderly movement was increased by the discov-ery that some of the enemy's infantry had almost succeeded in cutting off our retreat, and were firing from a corn field into our flank. We had scarcely gotten out of the town

was killed, and he, falling heavily on the pike, had to take flight, dust-covered and brulsed, through the field on the left. Captain Hughlett's horse fell in like manner on the edge of the town, and he, leaping the railing, found concealment in a dense patch of growing corn. In the middle of the turnpike were piles of broken stone, placed there for repairing the roadway. On these, amidst the impenetrable dust, many horses blindly rushed, and falling, piled with their riders on another. Here and there in the pell-mell race, blinded by the dust, horses and horsemen dashed against telegraph posts and fell to the ground, to be tram-pled by others behind.

When the open fields were reached and we were beyond the range of the infantry, a considerable force was railled and the Federal horsemen were charged in turn.
In this charge our lieutenant-colonel's horse was killed, and a second charge was led by Captain Thomas Haynes, of Company H, in which a number of prisoners belonging to the Eighth Illinois Cavalry were cap-tured and brought out. With this charge pursuit by the enemy was checked, and two battle-flags, about which some brave men fell into ranks, with Fitz Lee in the centre, served as a rallying point, where our regiments were quickly reformed. We of Sharpsburg, and were not further

THE KILLED AND WOUNDED.

In this brief and ill-starred encounter the Ninth Regiment lost two officers and sixteen men killed and mortally wounded, and ten men captured. Among the killed were Lieutenant Fowlkes, of Lunenburg, and Frank Oliver, of Essex—two very

Captain Hughlett, who was dismounted early in the action by the falling of his horse, remained in concealment in the corn throughout the day, and was a sad and silent witness of the burial of his dead comrades by the enemy. Undercover of darkness, he sought food at the hands of a woman who was strongly Union in sentiment, and had two sons in the Federal army. She relieved his burger and strengthered at her hands hunger, and, strengthened at her hands, he made his way into our lines, and reached the regiment next day, having had during the night several narrow escapes

On the morning of the left of September the regiment was again in motion, after spending a quiet and restful night in a fine grove of oaks, and soon became satisfied that the movements of our army did not mean an immediate retreat across the Potomac, but a preparation for battle in the beautiful, winding valley of the Antietam. Our line of march led us past the resition of Hood's Division, the troops the position of Hood's Division, the troops of which had already thrown up a slight breastwork of rails, logs, stones, &c., and lay on their arms, in readiness for the enemy's advance. These gallant enemy's advance. These gallant n, who were destined to meet the first four onslaught of McClellan's troops, cupled rising ground, partly in the oods, and partly in the open fields, with woods, and partly in the open fields, with an open valley winding in front of them. A few hundred yards in advance of Hood's line the cavairy was drawn up in the on a wooded eminence in rear of several pieces of artillery. The position commanded an extended view of open fields and a straight roadway leading wards Antietam river, and in the dis-nce could be seen the heavy column of e advancing Federals. Their march he advancing Federals. Their marches regular and steady towards our posiion. Only once, where a road diverged
rom that on which they moved, was
bere a halt. After pausing at this point
or a few minutes the column was set in
notion again up the road on waich we
were posted. As yet no Federal skirmish
inc had been deployed, and only a few
mounted men were visible. Infantry and
prilicry composed the heavy blue column.
The foremost file of these troops had ap-

buttons on their coats, when our guns opened from the covert a rapid fire, and thus began the bloody battle of Sharpsburs. The Federal batterles were hurried forward rapidly, and our guns were soon withdrawn. In retiring we passed after dark through the valley on the farther side of which Hood's Division rested on their arms. The Federals were now discharging a deafening fire of artillery, and a few guns on our side were answering them. As we moved through the valley the shells from two directions were passing over our heads, their burning fuses gleaming like meteors, and the whole making a comparatively harmless but brilliant spectacular performance.

If I learned at the time to what batter the speed the service of the service of

If I learned at the time to what bat-tery the guns belonged that fired these first shots at Sharpsburg, I have quite forgotten now. I hope some reader of the Dispatch, whose eye may fall on this article, may know. The informathe Dispatch, whose eye may fall on this article, may know. The informa-tion is earnestly sought by the Antietam Battle-Field Board, of the War De-partment. General E. A. Carman, of that board, writes from Sharpsburg on June 5th: "For some time I have been endeavoring to ascertain what force op-posed Hooker's when he first crossed the Antietam on the afternoon of Septhe Antietam on the afternoon of Sep-tember 16th, and before he came in con-tact with Hood's Division, but have been unable to get anything satisfactory. He was opposed by artillery, yet I can get no trace of any artillery within a mile of where he was first fired at. I have come to the conclusion that the gun, or guns, opposing him must have been one or more of Pelham's, but I cannot verify my conclusion, nor can I communicate with any survivors of that battery." unable to get anything satisfactory. THE NIGHT CANNONADING.

THE NIGHT CANNONADING.

The cannonading at nightfall was of short continuance, and it soon became almost as quiet on the field of Sharpsburg as though no armies were there confronting each other. The movement of the troops was made as noiselessly as possible. Our brigade was on the march for several hours, and through the mistake of a blundering guide, was led to a position very close to a line of Federal position very close to a line of Federal batteries. Here we slept unconscious of danger until nearly dawn. Before daylight General Fitz Lee ascertained the situation of the command, and endeavored to extricate us as quietly as possible, going around himself arousing and cautioning many of the men. We had gotten a quarter of a mile away. perhaps, and had nearly reached a posttion of safety beyond the crest of a hill, tion of safety beyond the crest of a hill, when we were discovered, and the enemy's guns opened on us. This discharge began the fray on the memorable and sangularry 17th of September, 1862. One of the first shells fired, striking the earth near us, exploded, covering some of us with dust and inflicting on brave Colonel Thouston, of the Third Virginia. Colonel Thornton, of the Third Virginia Cavalry, a mortal wound. The writer was near him at the moment, and witnessed the shrugging of his shoulders and quiver of the muscles of his face, as he felt the shock of the piece of shell. shattering his arm close to the shoulder. We had been, thus far, on the extreme left of our line of battle, and early day were ordered to report to General J. Jackson, who commanded on the ht. Our men, without a round of ammunition left, were seen leisurely retiring towards the rear, singly and in groups. Some of our batteries, having shot their last round, were leaving the field at a gallop. General Jackson's order was that last round, were leaving gallop. General Jackson's order was that we should take position in rear of his troops, intercept the stragglers, and direct them to staked points, where they were refurnished with ammunition and marched back to the line of battle. Motioning to our captain to give him his ear, he directed him, in a whisper, not to hait any men of Hood's Division, saying they had liberty to retire. General Jackson's position was in the open field. Jackson's position was in the open field. near a large barn, that was burned during the day by the enemy's shells. He commanded a full view of the contending lines in the valley below, and of the Federal ral batteries ranged one above another The shells of the on the hills beyond. The shells of the latter were passing thickly, and bursting near him, while he sat on his steed giving near him, while he sat on his steed giving his orders, as serene and undisturbed his statue in the Capitol Square at The Queen's Postage-Stamps

(Scottish American.)

The reign of Queen Victoria spans the whole period since the introduction of ascended the throne in 1837; and in that very year Sir Rowland Hill published his famous pamphlet on "Post-Office Re-form." which prepared the way for pen-

ny postage.

Adhesive stamps for the prepayment of postage were put on sale May 1, 1840. A leading daily newspaper of that date described them contemptuously as "bits of sticking plaster for dabbing on to letters." and Sir Rowland Hill himself was not sanguine that they would come into general use: but the demand for them was so great that the presses of the Starap Office, though they worked night and day, were not able to supply them fast enough. Other countries soon adopted the innovation—Brazil and Zurich in 1843, Geneva in 1844, and the United States in 1847, after several earlier local experiments in New York, St. local experiments in New York, St. Louis, and elsewhere.

local experiments in New York, St. Louis, and eisewhere.

The device printed upon the first British adhesive stamp was the head of the young Queen in profile. British conservatism and British loyalty are both well illustrated in the fact that this same youthful portrait is still the favorite device. It has been many times engraved in stamps of different shapes and sizes, but it is still retained in British stamps, and in most of the Colonial Issues.

There was another and very attractive portrait of the Queen, a front view, with a crown, which was used on Canada and Nova Scotia stamps of 1851, and later in some form on those of New Zealand, Van Diemen's Land, the Bahamas, Queensland, and several other Colonies. But for some reason it was not continued in use, and all the issues carrying it are now obsolete.

tinued in use, and all the issues carrying it are now obsolete.

Still another portrait of the youthful Queen, a full-length figure seated upon a throne, sppeared upon the stamps of the Colony of Victoria in 1862, and was retained for several years. It seems not to have been a favorite; at least, it was not used in any of the other Colonies.

No stamp collector can long pursue that diversion without being impressed with the extent of the British possessions, and the multitude and variety of the colored bits of paper presenting the portrait of the Queen; for, though some of the Colonies have always retained distinctive designs of their own, like the

tinctive designs of their own, like the ship of British Guiana or the swan of Western Australia, most of them have preferred the Queen's portrait.

In June of last year the highest price ever paid for a Romney was reached. which was f11,025. In London lately a picture of Romney, representing two children, a canvass 56 by 45 inches, brought £9,100. The bidding began at £1,000, and then jumped 6500 at a time. As referring then jumped 5500 at a time. As referring to the prices paid the artist during his lifetime, as recorded by Romney's son, his father may have received £100 for this picture, though the probability is that not more than £50 was the price. As to the cost of Romneys during the last few years, his Lady Hamilton as Circe. in the W. J. Long sale of 1890, brought 3.859 guineas; Lady Hamilton as Sensibility, also in 1890, 2900 guineas, and Lady A. Murray afterward Duchess of Somerset,

1892, 3,800 guineas.

Who was the purchaser of the picture for £9,100 is not known, but it was believed it was either Lord Rothschild or the Duke of Marlborough.

has just been enriched by the munificence of Sir Henry Thompson, with a telescope which is the most powerful instrument at present existing for the prosecution of astronomical research by means of

Orders for printing sent to the Dispatch Company will be given prompt attention, and the style of work and prices will as

GOOD-BY, RICHMOND.

THE EVACUATION OF THE CITY

AND THE DAYS PRECEDING IT. How the News Was Received in Danville-Some of the Closing

Scenes of the Confederacy Vividly

(Colonel J. H. Averill in Nashville Ban-The coming of the remnants of that

army in gray, whose deeds so astonished the world a third of a century ago, and the presence among us here of the last survivor of the Cabinet of President Davis, brings vividly back some of the closing scenes of the southern Confederacy, in which the writer participated, and which were several years since written out, and are here retold, at the request of the Banner.

The scene I will describe pertains to the evacuation of Richmond and the fifteen

days immediately following. The writer was at the time trainmaster of the Richmond and Danville railroad, and stationed at Danville, Va., the road then running only from Richmond to Danville, there connecting with the Piedmont road to Greensboro', N. C. How this railroad line, then the mainstay of the southern Confederacy, the only of communication between its capital and the Scathern States, has grown and ex-tended its lines; how the old Richmond and Danville went down, as the confederation of States it supported, and how, from that wreck, has arisen the now well-known Southern rallway, permeating every Southern State! Can the growth of that system in any way be attributed to the rapid growth and improvement of the South, and can we paint the picture of the two eras as having any connector?

But to our story: It is well remem bered by all who lived in the closing days of the Confederacy that the first official news of the intended evacuation of Richmond on that Sunday in April was communicated to its citizens church, and through the hurried calling of the President from church. Our first intimation of it was not in

being called from church, but at noon on that quiet Sabbath day in Danville, for it was quiet there, 140 miles away from the city, which was so soon to witness the saddest scene in its history. On being awakened from a sound sleep, the first I had enjoyed for twenty-four hours (for in those days a railroad-man slept when he could, and that was not slept when he could, and that was not often), by the telegraph operator with the information that "Richmond says come to the key at once." Reporting there as soon as possible. I soon received the following: "Hold all trains in Danville; send nothing out.

NO REASON GIVEN. Having heard nothing of impending danger to Lee's army, or of the probability of the evacuation, I asked the reason for the order. None was given, and our construction of it then was that Redward had now of a raid out from Richmond had news of a raid out from the Federal army, and it was feared that our lines would be cut between Burkeville and the Staunton river. We took our local wire and interrogated the operators on the line for news of the raiders, but they knew nothing.

It was time for the regular passenger

train to leave for Richmond. Many passengers were gathering, and the ques-tion was frequently asked, "Where is was frequently asked, "Where is train? Why is it not at the plat-? What is the matter?" Leaving time had come and passed. Then those of the passengers who lived in Richmond grew anxious and suspicious. was questioned on all sides, but could tell nothing. Soon, however, another tell nothing. Soon, however, another message came as follows: "Come to Rich-mond with all engines and empty passenger- and box-cars you can pick up. Bring

o freight or passengers."
We got the four engines we had in the yard ready to run with what cars we had, whole period since the introduction of and reported for running orders, and cheap postage, and the use of adhesive were told to await further instructions. stamps for mail purposes. The Queen They came. I have them yet. The message was short. and read as follows: "Too late. Richmond is being evacuated. We will all leave this P. M. Arrange for all track room possible in Danville."

now we must ten the watths, expecting passengers. It was a scene never to be forgotten. One man shed tears as he came and offered any amount I would name for an engine to take him to Richmond, where his wife and children were. Others seemed to be completely crushed and unable to express themselves. Some walked off looking as though they had

Soon Danville knew the story, and the noble people of that Virginia city began their preparation to receive and take care of as many of the refugees as possible. Daylight brought the first train—the President of the Confederacy, his Cabinet. President of the Confederacy, his Cabinet, their families, and many members of Congress. Other trains soon followed. There were women and children in boxcars, many without baggage, few with anything to eat, It was a sad scene, but the doors of the Danville houses were wide open, an old Virginia welcome met the refugees, and they were soon housed as comfortably as possible.

KNEW ALL.

KNEW ALL. We then knew all in regard to the evacuation of Petersburg, and that Lee and his generals, with that gallant remnant of our Army of Northern Virginia were (we could not realize it then) in re-treat, as we supposed, moving to join s prenare to take trains of supplies to them at Matoak Station, where they would cross the railroad. There were large government storehouses in Danville, all filled to the celling, as well as many loaded as cars, awaiting shipment. Trains of supplies were made up, but it was slow worked to be supplied to the celling, as well as many loaded as cars, awaiting shipment. Trains of supplies were made up, but it was slow worked to be supplied to the celling, as well as many loaded as cars, awaiting shipment. Trains of supplied to the celling, as well as many loaded as cars, awaiting shipment. Trains of supplied to the celling, as well as many loaded as cars, awaiting shipment. Trains of supplied to the control of the celling as well as many loaded as cars, awaiting shipment. Trains of supplied to the celling as the control of them, but did the best we could, Corf first train was ready when the order came the next we heard it was too late; he had crossed the road, going in the direction of Appomattos, and no provisions in the storehouses and cars in Danville, soon one bundered. Time passed rapidly. There was no opportunity for sleep or rest, laws in the storehouses and cars in Danville, soon one bundered. Time passed rapidly. There was no opportunity for sleep or rest, laws in the storehouses and cars in Danville, soon one bundered. Time passed rapidly. There was no opportunity for sleep or rest, laws in the storehouses and cars in Danville, soon one bundered. Time passed rapidly. There was no opportunity for sleep or rest, laws in the storehouses and cars in Danville. Soon one bundered. Time passed rapidly. There was no opportunity for sleep or rest, laws in the storehouse and cars in Danville. The storehouse and cars in Danvi prenare to take trains of supplies to them at Matoak Station, where they would

and we gave very little thought to the Greensboro' end.

Shifting the scene, I come down to the pleturesque old town of Washington, Ga., where recently I had pointed out the house, in which President Davis and his party stopped on their retreat. Here was held the last official meeting of the Confederate Government; here the President and his Cabinet gave up the cause as lost, and each member undertook to provide as best he could for his own safety. Had I the notes of the memorable journey from Danville to Washington, Ga., the meeting with Johnston at Greensboro', pages could be written of this meeting. The journey from Greensboro' to Charlotte, the flight from that point through South Carolina, and, last, that final meeting at Washington, are all events of greatest interest, and columns could be written, but these notes cannot be obtained in time for this article.

AN EXPLOSION. AN EXPLOSION.

notes cannot be obtained in time for this article.

AN EXPLOSION.

But to resume our story at Danville. As stated before, there were warehouses filled with provisions, stores, etc., for the army. The neighboring hills of Virginia and North Carolina and the valley of the River Dan were well populated. The news of the fall of Richmond, the surrender of Lee, and the flight of the Confederate Government had been carried to them. Many stragglers from the army had already reached Danville; in fact, they had been coming daily since the retreat of Lee from Petersburg. With the dawn of day women and children, old and young, began to peur in from the surrounding country and congregated in crowds around the warehouses. There was a rear guard of two companies left to protect the property; they tried to stop the rising storm. The crowd only waited for a leader. Soon one was found in a tall woman, who, with the cry, "Our children and we'uns are starving; the Confederacy is gone up; let us help ourselves," started in, followed by hundreds. Aided by the stragglers, the unresisting guards were soon swept out of the way and the work of plundering began. A major from Lynchburg attempted to stop it, but he was soon glad to be able to retreat. Soon wagons, carts, wheelharrows, and every other conceivable means of removing the coveted supplies were pressed into service; women and children staggered under loads impossible under other circumstances for them to carry. But this scene was speedily to end in an unexpected and fatal manner. Near two of the largest warehouses the Confederate ordnance department had stored a large amount of loaded shells and a large amount of powder.

As I stated before, a large number of stragglers were in town, and we had been asked to send them as far as possible in the direction of Greensboro. The train was partially leaded and nearly ready to

amount of loaded shells and a large amount of loaded shells and a large amount of loaded shells and a large amount of loaded. As I stated before, a large number of stragglers were in town, and we had been asked to send the resolver. The train that the shell shell

ston's army. The superintendent ordered the trains withdrawn, and I was instructed to take all of the rolling stock of the f-feet 8½-inch gauge, go to Greensboro, report to General Johnston, and follow the fortunes of that army.

PEACE NEGOTIATIONS.

report to General Johnston, and follow the fortunes of that army.

PEACE NEGOTIATIONS.

Peace negotiations were in progress between Johnston and Sherman. I was advised the evening previous that the surrender would be officially announced in the morning. Calling all of our men together, the information was given them, and I was unanimously asked to take them all back to Danville at once. Engines were gotten ready, and sitting on the pilot of the leading one, soon after night, I had my first sight of the campfires of the Fifth Army Corps, encamped around Danville. Soon we stopped at the picket lines, and an officer was interviewed. He was told all that we knew, and that our desire was to get into the Danville yard, and go to our homes. Permission was given to proceed, and we were soon back in our old quarters.

The flag we loved was furled, the cause we had served had falled, and two years' hard work was at an end. We knew not what would be our future. We all sought rest, to be aroused at the break of day by an aide of General Wright, the Federal commander, with a request from the General to report to his quartermaster. Well do I remember our first meeting with Major Wright, the quartermaster of the Fifth Army Corps. Numerous questions were put and answered in regard to the Richmond and Danville and Piedmont roads and its rolling stock, and we were astonished to be asked to gather our men and open up communications between Burkeville and Danville and Greensboro', for the purposes of handling supplies for the Federal army at Greensboro' and Danville and other purposes. We were told to take our own men to man the trains and engines, and one of the men who worked for Major Wright in the operations of those roads for the succeeding ninety days will ever forget the uniform kindness of himself and his assistants. When the corps was ordered to the frontiers of Texas, in anticipation of trouble with the French in Mexico, the writer and many of his assistants were urged to go with them. We wanted rest. The process of the

Battle of Waterloo, Blucher called this Hussar, Christlan Hennemann by name, and gave him a box of clay pipes, telling him to keep one always ready to hand him, so that the General might enjoy a few smokes during lulls in the engagement. As the morning wore on Blucher sat on his charger gravely puffing away. He had reached his hand out to take the refilled pipe for the second time when a cannon-ball ploughed up the ground close to him, making his horse shy so that he dropped his clay. He exclaimed: "Be getting a fresh pipe for me; I'm going to drive those rascally Frenchmen back."

He went away to give orders for a chase

the reply. "Been waiting ever since you left. The French have shot every pipe in the box to pieces. It's well that the fight's over, else you would never have

had this last pipe."
Wellington, turning to Blucher at his side, said: "You have been admiring the undinching bravery and loyalty of my Highlanders. What shall I say to do

justice to this brave soul?"
"Well, your Highlanders had no pipes to regale themselves with, you see," plied Blucher.

Verdi at Eighty-Three.

(Leslie's Weekly.) (Leslie's Weekly.)

Verdi, the musical grand old man of Italy, is evidently of opinion that a man in his eighties is in the golden prime of life. Two or three years ago he gave to the world his delightful opera of "Falstaff," just to show how copiously the fount of inspiration may flow in the soul of an octogenarian. At Genoa he rides the bicycle. His real delight, however, is in pastoral life at his country place, like the poet Horace on his Sabine farm. Verdi's farm is in the neighfarm. Verdi's farm is in the neigh-borhood of Piacenza. On his recent birthday-his eighty-third-the patriarchal composer was seen at 5 o'clock in the morning at the weekly market in chal composer was seen at 5 o'clock in the morning at the weekly market in town, whither he had brought some sheep to sell. He also wished to buy a cow and some vegetables, and so spent the entire day among the agriculturists.

Prices for Old Violins.

(New York Times.)

Fine, old fiddles fetch good prices in London. A very good collection was sold lately, and among the leading instruments were a violin by Antonius

STREET STATION.

8:50 A. M., Daily, with Puliman, for Norfolk, and Portsmouth, Old Point, Norfolk, and Portsmouth. Connects daily with Old Point, Norfolk, and Portsmouth. Old Point, Norfolk, and Portsmouth, Old Point, Norfolk, and Portsmouth, Old Point, Newport News, and local stations.

10:20 A. M., Daily, with Puliman, for Norfolk, and Portsmouth, Old Point, Norfolk, and Portsmouth, Old Po town, whither he had brought some sheep to sell. He also wished to buy a cow and some vegetables, and so spent the entire day among the agriculturists.



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ning for New York.

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SOUTHWARK. Wednesday, July 14, 4:30 P. M.
BERLIN... Wednesday, July 21, noon.
NOORDLAND... Wednesday, July 28, noon.
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7:30 P. M., Dally, for Norfolk, Suffolk, and Intermediate stations.

11:50 P. M., Dally, for Lynchburg and Roanoke, Connects at Roanoke with Washington and Chattanooga Limited. Pullman Sleepers Roanoke to Memphis and New Orleans.

PULLMAN SLEEPER between RICH-MOND AND LYNCHBURG ready for occupancy at 9 P. M.; also, Pullman Sleeper Petersburg to Roanoke.

Trains arrive Richmond from Lynchburg and the West dally \$25 A. M. and \$35 P. M. From Norfolk and the East 11:35 A. M., and vestibuled Limited 7 P. M. Office: 828 Main street.

R. W. COURTNEY, District Passenger Agent; W. H. BEVILL.

7 P. M. Office: \$23 Main street.
R. W. COURTNEY,
District Passenger Agent;
W. B. BeVILL,
General Passenger Agent,
General Passenger Agent,
General Offices: Roanoke, Va. jo 2



TRAINS LEAVE RICHMOND, BROAD-STREET STATION.

Orange, Culpeper, Calver-ton, Manassas, Alexandria, and Washington; at Union Station, Charlottesville, for Station, Charlottesville, lo. Lynchburg; at Basic for Ha-

2:15 P. M., Dally, with Pullmans to Cin-cinnati, Louisville, and St. 2:15 P. M., Daily, with Pullmans to Cincinnati, Louisville, and St.
Louis Stops only at important stations. Connects at
Covington daily for Virginia
Hot Springs. Meals served
on Diling-cars. No. 7, Local
Train, except Sunday, follows above train from Gordonsville to Goshen.

5:30 P. M., Accommodation, except Sunday for Charlottesville.

10:30 P. M., Daily for Cincinnati, with
F. F. V. Pullmans to Covington, Va., and Gordonsville to Cincinnati and Louisville. Meals served on dining-cars. Connects at Staunton, except Sunday, for Winchester, Va., and at Covington, Va., daily, for Hot Springs.

TRAINS LEAVE EIGHTH - STREET
STATION.

8:50 A. M., Daily, for Lyncaburg and Clifton Forge. Connects at Bremo, except Sunday, for Rosney, at Lynchburg, daily, with Norfolk and Western railway for the Southern railway for the

railway for the Southern railway for the Southwest and South; except Sunday, at Balcony for Lexington, at Bessemer for New Castle, and at W. Clifton Forge with No. 1 for Cincinnati.

5:00 P. M., Except Sunday, Local accommodation for Gludstone. TRAINS ARRIVE AT RICHMOND.

BROAD-STREET STATION. 8:20 A. M., Daily, from Cincinnat. 10:15 A. M., Daily, from Norfolk and Old 3:30 P. M. Daily from Cincinnati an I

6:50 P. M., Daily, from Norfolk and Old Point. 7:30 P. M., Except Sunday, from W. Clifton Forge.
TRAINS ARRIVE EIGHTH - STREET STATION.
S:40 A. M., Except Sunday, from Gladstone.
6:40 P. M., Dally, from Lyuchburg and Clifton Forge. and, except Cutton Forge, and, except Sunday, from Lexington, New Castle, and Rosney, JOHN D. POTTS, Assistant General Passenger Agent.

R., F. & P. Richmond, Fredericks-Schedule in Effect April 15, 1897.

LEAVE BYRD-STREET STATION. S:20 A. M., Sunday only, for Washington and points North, Stops at Elba, Glen Allen, Ashland, Doswell, Ruther Glen, Penola, Milford, Guinea, Fredericksburg, Brooke, and Widewater,

Fenderleksburg, Brooke, and Widewater.

8:45 A. M., Daily, except Sunday, for Washington and points North. Stops at Elba, Ashland, Taylorsville, Doswell, Ruther Gien, Penola, Milford, Woodslane, Guinea, Summit, Fredericksburg, Brooke, and Widewater, Puliman car.

12:00 M., Daily except Sunday, for Washington and points North, Stops at Elba, Gien Allon, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, Parlor-ear, Also, connects with Congressional Limited at Washington

7:15 P. M., Daily, for Washington and points North, Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, and other stations Sundays, Sleeper, Blehmond to New York.

ARRIVE BYRD-STREET STATION.

ARRIVE BYRD-STREET STATION.

8:40 A. M., Daily. Stops at Widewater, Brooke, Fredericksburg, Mil-ford, Doswell Ashland, and Elba, and other stations Sundays. Sleeper, New York to Richmond. 2:45 P. M., Daily, except Sunday, Stops at Widewater, Brooke, Fredericksburg, Summit,

2:45 P. M., Daily, except Sunday, Stops at Wilewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen, and Elba, Parlor-car from Washington.

7:10 P. M., Daily, Stops only at Fredericksburg, Doswell, and Ashland, Pullman cars from New York and Washington.

8:36 P. M., Daily, Stops at Widewater, Brocke, Fredericksburg, Summit, Gulnea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Ashland, Glen Allen, and Elba, Sleeping-car.

FREDERICKSB'G ACCOMMODATION. (Daily except Sunday.) 4:00 P. M., Leaves Byrd-Street Station. 8:30 A. M., Arrives Byrd-Street Station. ASHLAND TRAINS.

Gatly except Sunday.)
6:42 A. M., Leaves Elba,
6:40 P. M., Leaves Elba,
6:40 A. M., Arrives Elba,
6:40 P. M., Arrives Elba,
C. A. TAYLOR, Traffic Manager,
E. T. D. MYERS President. DEPARTURE OF STEAMERS

BAY JAMES-RIVER ROUTE FOR

LINE. DALY.

CLOSE CONNECTION FOR POINTS NORTH.

POINTS NORTH.

AND SATI BALTIMORE. FOR ALL

Appointed sailing days, every TUES-DAY, THURSDAY, AND SATURDAY at 3 P. M.
Freight received daily until 5 P. M.
Eighant state-rooms, heated by steam and lighted by electricity.
For tickets, state-room reservations, and further information, apply to H. M. BOYKIN.
General Agent. General Agent. Sti east Malo street.

PHILADELPHI?, RICH-STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at dayinght.
Freight received daily until 5 P. M.
Fare (including meals and berth), & on Friday's and Sunday's steamer.
For further information apply to I. W. M'CARRICK.
General Southern Agent; office Rocketts.
W. P. CLYDE & CO.

10 4 General Agents, Philadelphia.

RAILROAD LINES. CD

> Schedule in Effect May 26, 1897. TRAINS LEAVE RICHMOND, VA.

2:00 A. M., No. II, Southern Express, daily for Atlanta, Augusta, and points South. Sleepers, Richmond to Danville, Greensboro', Salisbury, and Charlotte. Sleeper open at 9:39 P. M. P. M.
Connect at Danville, Salisbury,
and Charlotte with the Washington and Southwestern vestibule
limited (No. 37), carrying aleepers New York to Asheville, Ho.
Springs, Chattanooga, and Nashville; New York to Memphis, New
York to New Orleans, New York
to Tampa; also, first-class day
coach between Washington and
Memphis, Connections are made
for all points in Texas and California.

for all points in Texas and Callfornia.

12:03 noon. No. 9, solid train dally for Charlotte, N. C. Connects at Moseley with Farmville and Pownatan railroad. At Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensbore' for Durham, Raleigh, and Winston-Salem; at Danville with No. 35. United States Fast Mall, solid train, daily for New Orleans and points South, which carries sleepers New York to New Orleans, and New York to Jacksonville; Salisbury to Nashville via Chattanooga; also, Pullman tourist sleeper every Wednesday Washington to San Francisco without change.

without change.

M., No. 17, local, daily except sunday, for Keysville and internediate points. TRAINS ARRIVE AT RICHMOND.

6:00 A. M. From Atlanta, Augusta, 6:25 P. M. From Atlanta, Augusta, S:40 A. M. From Atlanta, Augusta, Asheville, and Nashville, LOCAL FREIGHT TRAINS. Nos 61 and 62, between Manchaster and Neapolls, Va.

YORK-RIVER LINE VIA WEST POINCE THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND. 4:30 P. M., No. 18, BALTIMORE LIMITED, daily, except Sanday, for
West Point, there making
close connection Mondays,
Wednesdays, and Fridays
with steamer for Baltimore.
Also, connects at Lester
Manor with stage for Walkerten and Tapezikanhock on

2:30 P. M., N 5:00 Λ. M., No. 48, Local, Mixed, leave daily, except Sunday, at feef Virginia street, for We Point and intermediate street.

tions, connecting with stage at Lester Manor for Walker-ton and Tappahannock TRAINS ARRIVE AT RICHMOND. 9:17 A. M., Daily, except Monday, 10:40 A. M., Mondays, Wednesdays, and Fridays.

1:45 P. M., Dally, except Sunday, from West Point and intermediate 1:45 P. M., Pally, Carely distributed as estations.

Steamers leave West Point at 9:00 P. M. Mondays, Wednesdays, and Eridry and Baltimore at 5:00 P. M., Tuerdays, Thursdays, and Saturdays.

Ticket office at station, foot of Vrmir's street. Open from 9 A. M. to 6 P. M., a 4 from 9:30 P. M. to 2 A. M. City ticket office, 903 east Main street. J. M. CULP, Traffic Manager. General Pass. Agt. W. H. GREEN, General Superintendent, Washington, D. C. C. W. WESTBURY, Travelling Passenger Agent, 920 east Main street, Richmond, Va

ATLANTIC-COAST Schedule in Effect May 16, 1897. TRAINS LEAVE RICHMOND-UNION

DEPOT. 9:00 A. M., Daily. Arrives Petersburg.
9:31 A. M., Norfolk II:25 A.
M. Stops only at Petersburg.
Waverly, and Suffolk. Va.
9:05 A. M., Daily. Arrive Petersburg.
9:50 A. M., Weldon II:48
A. M., Fayettsville 4:15 P.
M., Charleston 10:30 P. M.,
Savannah 12:50 A. M., Jacksonville 7:30 A. M., Port
Tampa 6:20 P. M., Connects
at Wilson with No. 47, srriving Galdsboro' 2:10 P. M.,
Wilmington 5:45 P. M. Pull-

riving Galdsboro 3:39 P. M. Wilminston 5:45 P. M. Pullman Sleeper New York to Jacksonville.

2:55 P. M., Daily. Local. Arrives Petersburg 3:32 P. M. Makes all stops.

5:30 P. M., Daily. Arrives Petersburg 6:19 P. M. Makes all local stops, Richmond and Petersburg railroad.

7:30 P. M., Daily. Arrives Petersburg 8:94 P. M., connects with Norfolk and intermediate points, Emporia 9:39 (connects with A. and D. for stations between Emporis and Lawrenceville). Weldor 9:42 P. M., Fayetteville 1:93 A. M., Charleston 6:23 A. M., Sawannah 8:96 A. M., Jackswalland 8:96 A. M., Jackswalland 8:96 A. M., Jackswalland 8:97 A. M., Canaraman 8:98 A. M., Jackswalland 8:98 A. M., Jac

A. M., Charleston 6.22 A. M., Savannah 8:96 A. M., Jacksonville I P. M., Port Tampa 5:46 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Aiken 7:28 A. M., Augusta 8:30 A. M., Macon II A. M., Allanta 12:15 P. M. Pullman Sleepers New York 16 Wilmington, Jacksonville, Port Tampa, Aiken, Augusta and Macon.

11:50 P. M., Dully, Arrives Petersburg 12:25 A. M., Lynchburg 5:26 A. M., Roanoke 7:59 A. M., Bristol 1:25 P. M. Pullman Sleeper Richmond to Lynchburg.

8:56 P. M., Daily, Arrives Petersburg 9:31 P. M., Weldon H:30 P. M. Makes local stops be tween Petersburg and Wel-

7:35 A. M., Sunday accommodation, makes all stops Richmond and Petersburg railroad.
4:40 P. M. Sunday accommodation, makes all stops Richmond and Petersburg railroad, TRAINS ARRIVE RICHMOND.

4:20 A. M., Dally, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and all points South.

8:15 A. M., Dally, except Sand-y, Atlanta, derson, Lyachburg, eral the West.

8:37 A. M. Dally, Petersburg local.

derson, Lynchburg, and the West.

8:37 A. M. Daily. Petersburg local.

8:00 A. M. Sanday only, from Atlanta, Athens, Raleigh, Henderson, Lynchburg, and the West.

11::05 A. M., Daily. Norfolk, Saffolk, and Petersburg.

6:50 P. M., Daily. Jacksonville, Savannah, Charleston, Winnington, Goidsboro, and all points South.

7:00 P. M., Daily. Norfolk, Saffolk, Waverly, and Petersburg.

8:56 P.M., Daily. Petersburg. Lynchburg, and the West.

19:40 A. M., Sunday accommodation, T. M. EMERSON,

J. R. KENLY. Traffic Manager.

General Manager.

C. S. CAMPBELL,

je 3 Division Passenger Agent.

DEPARTURE OF STEAMERS.



VIRGINIA NAVIGATION COMPANY.

JAMES JVER LINE
to Norfelk Postsmouth, Old Point,
Newport News, Claremont, and James.
River landings, and
connecting at Old Point and Norfelk for
Washington, Baltimore, and the North.
STEAMER POCAHONTAS LEAVES
MONDAY WEDNESDAY, AND
FRIDAY, AT 7 A. M.
Electric-cars direct to wharf. Fare only
fi.50 and il to Norfelk Portsmouth, Old
Point, and Newport News, Music by a
Grand Orchestrion.
Freight received daily for above-named
places, and all points in Eastern Virginia
and North Carolina.
IRVIN WEISIGER.
Ganeral Manager,
A. H. DREWRY,
my is

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